



Hongkong Daily Press.

ESTABLISHED 1857.

ADD BOVRIL
to the menu and the nourishment will be increased by 10-20 times the amount of Bovril used.
Beware of cheap substitutes.

No. 16,779 號九十七百七十六萬一第一 日二十二月二十年亥年 HONGKONG, FRIDAY, FEBRUARY 9TH, 1912. 五拜禮 號九月二年二十百九十一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS
THE
NEW
VICTOR-
VICTROLA
STYLE VI.
PRICE \$60.
A PERFECT MUSICAL
INSTRUMENT.
INSPECTION INVITED.

S. MOUTRIE & CO.,
LIMITED,
SOLE DISTRIBUTORS.

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMEY & CO.,
General Managers,
Hongkong, 29th April, 1908. [a1404]

LADIES,
DON'T DESPOND!
WE have just Unpacked a
Beautiful Range of
WINTER WEAR from Best
London Makers.

Please Call Early and Bring
the Kiddies.

HOOSAIN-ALI & CO.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong,
Hongkong, 25th January, 1912. [a150]

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [a103]

SUEN TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [a171]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. 8.00 a.m... Every 15 minutes.
8.00 a.m. to 10.00 a.m... Every 10 minutes.
10.00 a.m. to 11.00 a.m... Every 15 minutes.
11.30 a.m. to 12.45 p.m... Every 15 minutes.
12.45 p.m. to 1.15 p.m... Every 10 minutes.
1.15 p.m. to 1.45 p.m... Every 15 minutes.
1.45 p.m. to 2.15 p.m... Every 10 minutes.
2.15 p.m. to 3.00 p.m... Every 15 minutes.
3.00 p.m. to 3.10 p.m... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
7.30 a.m. to 10.30 a.m... Every 15 minutes.
10.30 a.m. to 11.00 a.m... Every 10 minutes.
11.45 a.m. to 12.00 Noon... Every 15 minutes.
12.00 Noon to 1.00 p.m... Every 10 minutes.
1.00 p.m. to 5.00 p.m... Every 15 minutes.
5.00 p.m. to 6.00 p.m... Every 10 minutes.
7.00 p.m. to 8.10 p.m... Every 10 minutes.
NIGHT CARS on Week Days.
SATURDAYS.
Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong 16th June, 1911. [a23]

MITSUBISHI DOCKYARD AND ENGINE WORKS.

AI, A.R.C., Western Union, and Engineering Codex used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condenser, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks Breadth at Entrance Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.
3 Dry Docks: No. 1 510 ft. 77 ft. 26 ft.
No. 2 350 ft. 53 ft. 24 ft.
No. 3 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OULA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.
No. 1. 7,000 Tons. No. 2. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
" Breadth " " " 56 " 66 "
" Draft " " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[a761]

WO HING & CO.,
No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF
HIGH-CLASS
SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911. [a591]

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. "INDIA." (8,000 TONS.)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 13TH.
LONDON APRIL 20TH.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.

FARES TO LONDON.—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT

DOW'S PORTS.



BY ROYAL WARRANT
TO HIS MAJESTY KING GEORGE V.

SOLE IMPORTERS:

CALDBECK,
MACGREGOR & CO.

[a26]

WEISMANN, LTD.

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CONFECTIOMERS.

CATERERS.

RESTAURATEURS.

14, DES VŒUX ROAD, CENTRAL.

SOUTH MANCHURIA RAILWAY.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCTOBER 26TH, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "KOBE MARU" and "SAIKIO MARU" (each 2,877 tons) as follows:

| | | NORTH BOUND. | | | |
|---------|----------------------------------|----------------------------|--------|--------|------|
| | | Shanghai (Steamer) ... Lv. | Thurs. | Sat. | Sun. |
| \$40 | Dairen (S.M.R. Train) ... Ar. | 8.00 a.m. | Sat. | Tues. | Fri. |
| Y 14.95 | Mukden (S.M.R. Train) ... Lv. | 3.50 p.m. | " | " | " |
| Y 11.50 | Changchun (S.M.R. Train) ... Lv. | 4.05 " | " | " | " |
| R 9.60 | Harbin (Russian Train) ... Lv. | 12.30 a.m. | Mon. | Thurs. | Sat. |
| | | * 8.10 " | " | " | " |

Connecting at Harbin with State Express for Moscow Wagons Lits for St. Petersburg.

| | | SOUTH BOUND. | | | |
|---------|----------------------------------|-----------------------------------|-----------------------------------|------------------------|------------------------|
| | | State Express from St. Petersburg | State Express from St. Petersburg | Wagon Lits from Moscow | Wagon Lits from Moscow |
| R 9.60 | Harbin (Russian Train) ... Lv. | * 12.00 a.m. | Mon. | Wed. | Fri. |
| Y 11.50 | Changchun (S.M.R. Train) ... Ar. | * 8.40 p.m. | " | " | " |
| Y 14.95 | Mukden (S.M.R. Train) ... Ar. | 10.00 " | Tues. | Thurs. | Sat. |
| Y 40. | Dairen (S.M.R. Train) ... Lv. | 5.00 a.m. | " | " | " |
| | | 5.15 " | " | " | " |
| | | 1.30 p.m. | Wed. | " | Sun. |
| | | Noon. | Fri. | " | Tues. |

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance, 6 p.m. by the former is 5.37 P.M. by the latter.

The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

ANTUNG-MUKDEN LINE—Completely reconstructed into standard gauge and open for traffic on 3rd November 1911.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.; the Nippon Yusen Kaisha, Shanghai, Macao, Thos. Cook & Son; and Reisebüro der Hamburg Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY CO., Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's. Dairen.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's. Dairen.

DAIREN.

[a25]

THE YOKOHAMA DOCK CO., LTD.

SHAMEEN—CANTON.

Telegraphic address—"VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTER OF PEAK GRAND.

Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and special station given to Tourists.

REASONABLE RATES.

WM. FARMER

Proprietor.

[1385]

ROYAL GEORGE HOTEL.

CORNER OF HANKOW AND HAIPHONG Roads.

KOWLOON, HONGKONG.

Telephone No. K. 3.

THIS HOTEL has been thoroughly

renovated and is now well furnished.

Large and airy Bed Rooms, Bath to each Room, Public and Private Bars, 2 First-class

Billiard Tables, etc.

Picnic, Tiffin and Tea Parties to Kowloon.

Catered for on due Notice being given. Motor Cars for excursions to Kowloon Water Works, City, etc., will be provided if wanted.

Terms per day, per month.

Single Room \$3 to \$5 \$6 to \$95

INTIMATIONS

**A. S. WATSON
& CO., LTD.,**

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

S H E R R Y.

WE can confidently recommend the following as Xeres Wines of the Highest Class. Specially Selected, and shipped direct.

In Quality and Price they are unequalled.

| | Per dozen. | Per bottle. |
|----------------------|-------------|-------------|
| A. LIGHT DRY | ... \$16.80 | \$1.45 |
| B. VINO DE PASTO | ... 17.80 | 1.50 |
| C.C. OLOROSO | ... 22.30 | 1.90 |
| D. SUPERIOR PALE DRY | 24.30 | 2.05 |
| E. FINEST PALE DRY, | | |
| NUTTY | ... 29.80 | 2.55 |

**A. S. WATSON & CO.
LIMITED,**

ALEXANDRA BUILDINGS

[23]

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be invited.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS
Cables: A.B.O. 5th Ed. Laeber,
P. O. Box, 84. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, FEBRUARY 9TH, 1912.

The speech delivered by the EMPEROR OF GERMANY in opening the Reichstag, in view of recent political events, is notable for two things: first, for its insistence upon the necessity for strengthening the land and sea forces of the nation, "in order to defend its honour, its possessions and its just interests"; and, secondly, for the assurance that the Government aims at the cultivation of friendly relations with all Powers on the basis of mutual respect and goodwill. To such a statement of policy no exception can be taken, but in an age when the burden of taxation for armaments has become oppressive in many countries, notwithstanding a tremendous growth of public opinion in favour of the settlement of international disputes by peaceful arbitration, the objects for which Germany proposes to strengthen her land and sea forces are bound to be subjected to searching criticism, especially in Great Britain where every desire has been shown to come to an arrangement with Germany on a question of such vital importance to the whole world. Is it necessary for nations, for example, any more than for individuals to make appeal to arms in defence of honour? Why cannot an impartial Court of Justice be trusted to defend a nation's honour as confidently as is relied upon to defend the honour of an individual?

when it is impugned? So in the case of a nation's possessions. Why may not an International Court absolutely secure to a nation its "possessions," just as a Court of Law in any civilised country in the world secures to an individual his rights of property? It must be admitted that, as far as concerns these two reasons assigned for a big increase of armaments, there should be no difficulty in securing both, at an infinitesimal fraction of the contemplated cost, by a reference of disputes to an International Court of Law. When, however, we come to the third object of the proposed increase of armaments viz.—"to defend the nation's 'just interests'—we reach the main obstacle to international agreement. What are these interests? And, who is judge of their justness? If these interests could be clearly defined and submitted for adjudication by an impartial international court of public law, how enormous would be the gain to the world, in money, in political peace and in friendship? It is precisely because these "just interests" cannot be defined in a way acceptable to any nation having aspirations for greater influence and power in the world that we must regard the day as yet remote when the war-drum will throb no longer. Every warship added to the fleet of one strong nation is considered by all other nations as menacing their "just interests," and so this "beggar-my-neighbour" game goes on being played year after year, Germany being regarded by all as the leader in the game. If Germany stopped building warships, every other nation would call a halt, too; it is primarily because Germany is ever solicitous for greater strength of arms that the whole civilised world has grown suspicious and uneasy. The naval expenditure of the eight principal naval Powers of the world was very nearly double in 1911 what it was in 1900! The total for these eight Powers—the United Kingdom, the United States, Japan, France, Russia, Germany, Italy, and Austria-Hungary—now amounts, in round figures, to £146,000,000 sterling per annum, while the cost of the world's armies amounts to about twice that sum, and the burden is constantly growing heavier. In every progressive country Governments are making demands for increased armaments. In England not only have we been enormously strengthening our fleet but we have had Field-Marshall Lord Roberts proclaiming up and down the country the need of a larger army; in the United States we have recently had the Secretary of War declaring that the American army is little more than groups of local constabulary instead of a national organisation effective for serious active service. Wherever we turn we find the same agitation going on; and while no nation is prepared to refuse money for its adequate defence, the wonder grows how long the expensive game is going to continue.

A Chinese was yesterday fined \$5 or fourteen days' for assaulting an Excise officer. Defendant said he was not aware that the man he assaulted was an Excise officer. He thought he was a thief.

Before Mr. Irving yesterday, a man was sentenced to six weeks' imprisonment and four hours' stock for stealing four felt hats from the premises of Messrs. Whiteaway, Laidlaw and Co.

It is announced to-day that the direct cable route to America is interrupted beyond Guam and that telegrams for America and for Honolulu will for the present have to pass via Europe and the Atlantic at the higher rates quoted on Cable Companies' tariff cards.

The reception of the children of the Ministering Children's League will be held at Government House on the dates following:—Chinese Branch, 9th February; Euro-Branch, 14th February. We are informed that Lady Lugard will not herself be able to receive them owing to her serious illness.

PRETTY WEDDING AT ST. JOHN'S CATHEDRAL.

On Wednesday at St. John's Cathedral Mr. F. K. Brownrigg, the Formosa manager of the Asiatic Petroleum Co., Ltd., son of the late John Annesley Brownrigg, M.D., and Mrs. Brownrigg of Haslemere, Surrey, was married to Miss Eardley-Wilmot, daughter of the Rev. Preb. E. A. Eardley-Wilmot of St. Jude's, South Kensington, London. The ceremony was performed by the Bishop of Victoria, assisted by the Rev. F. T. Johnson. The bride looked charming in a simple white satin dress with a sash of white silk, and wore a chaplet of orange blossoms over a veil of soft tulle. She was given away by Capt. Addison, R.E., and was attended by Capt. Addison's small daughter as bridesmaid. Mr. R. C. Martin was best man. At the conclusion of the service, which was fully choral, Mr. Denman Fuller played Mendelssohn's Wedding March.

After the ceremony a reception, which was largely attended, was held at St. Paul's College, the residence of the Bishop of Victoria and Mrs. Landor. Mr. and Mrs. Brownrigg are spending a short honeymoon in Macao before proceeding to Taipoo.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.**NEGOTIATING A JAPANESE LOAN.**

TOKYO, February 8th. A report has been received from Peking to the effect that Wu Ting Pang is negotiating with the representatives of the Nishin Steamship Company, the Osaka Shosen Kaisha and the Nippon Yusen Kaisha to undertake a loan secured on the property of the China Merchants Navigation Company.

TOKYO TRAMWAYS LOAN.

TOKYO, February 8th. The Tokyo Tramways loan has been signed, the net receipts for the municipality being 934 per cent.

[THROUGH REUTER'S AGENCY.]

ALLEGED CABINET DISSENSIONS.

LONDON, February 8th. Following up the Conservative rumours of dissensions in the Cabinet the Standard gives prominence to what it describes as a "remarkable statement" by its lobbyist to the effect that recent Cabinet councils have been concerned with criticisms of Mr. Asquith's leadership.

Mr. Lloyd George's friends are said to be intriguing to bring about the fall of Mr. Asquith.

In the event of such happening it asserts that Mr. Asquith may be created a lord of appeal. Lord Morley will become Premier and Mr. Lloyd George will become the leader of the party in the House of Commons, as Mr. Asquith's friends in the Cabinet would not accept the premiership of Mr. Lloyd George.

IRISH HOME RULE.

LONDON, February 8th. The Daily Chronicle corrects its forecast of the Irish Home Rule Bill and says that the Irish Parliament will control excise but not customs. Hence there would be Irish members in Westminster but they would have no vote on temperance and licensing questions.

THE BRISBANE STRIKES.

LONDON, February 8th. Reuter's correspondent at Brisbane telegraphs that some strikers are resuming work. Non-unionists are unloading steamers.

It is understood that the Governor of the State is communicating with Mr. Harcourt, Secretary of State for the Colonies, regarding the refusal of Mr. Fisher, the Commonwealth Premier, to send troops when requested.

MR. CHURCHILL'S VISIT TO BELFAST.

LONDON, February 8th. It is announced that the streets of Belfast will not be lined with troops, but that strategic points will be held by concealed bodies.

Lord Londonderry, Sir Edward Carson, and Mr. Crisp will be in Belfast to assist in preserving peace.

Mr. Churchill and Sir Edward Carson left for Belfast last night, travelling by different routes.

Mr. Redmond and Mr. Devlin have arrived in Belfast. The former, who has not recovered from his recent accident, will speak very briefly.

The weather is cold and the ground beneath the marques is a quagmire.

THE AUSTRALIAN NAVY.

LONDON, February 8th. Reuter's correspondent at Sydney telegraphs that the Commonwealth is protesting to the Admiralty concerning the condition of the Australian squadron. It is alleged that some vessels are unfit and liable to break down.

BRITAIN AND GERMANY.

LONDON, February 8th. Lord Haldane, who had an audience with the King on Tuesday, left for Berlin yesterday. His sudden departure is occasioning much speculation.

The Daily Mail says that it is connected with important political business associated with the speech of Mr. Lloyd George on Saturday and the audiences which Sir Edward Grey and Lord Lansdowne had with the King yesterday.

[THROUGH REUTER'S AGENCY.]

OPENING OF THE REICHSTAG.**THE KAISER'S SPEECH.**

LONDON, February 8th.

The Kaiser opened the Reichstag to-day. He emphasised the necessity for a continuance of social reform and said he was confident that the Imperial finances would soon be in a sound condition. The Government would adhere to its fiscal policy in preparing the conclusion of commercial treaties. The prosperous development of works of peace at home and overseas depended on the Empire remaining powerful enough to defend its honour, its possessions and its just interests, and therefore it was constantly solicitous of the strengthening of the land and sea forces of the nation, which was not lacking in men able to bear arms.

He announced that bills would be introduced to secure this end. In passing these the Reichstag would render a great service to the Fatherland.

He referred to the Franco-German Agreement as a fresh proof of Germany's willingness to settle international disputes amicably whenever it could do so in consonance with its dignity and interests.

The Government aimed at the cultivation of the alliances with Austria-Hungary and Italy, and also friendly relations with all Powers on the basis of mutual respect and goodwill.

He concluded by expressing his trust in the healthy physical strength of the German people, and said he confidently looked beyond the struggles of the day to the future.

RÉBELLION IN TIMOR.

LONDON, February 8th.

Reuter's correspondent at Lisbon telegraphs that the natives in Timor have rebelled. The Governor has asked for a warship to be dispatched.

HOLLAND'S QUEEN.

LONDON, February 8th.

Reuter's correspondent at The Hague telegraphs that Queen Wilhelmina drove out yesterday for the first time since the indisposition which confined her to her bed for weeks.

THE KING OF DENMARK.

LONDON, February 8th.

Reuter's correspondent at Copenhagen telegraphs that the King yesterday took suddenly ill while out walking. It proves to be a slight inflammation of the lung.

THE PORTUGUESE COLONIES.

LONDON, February 8th.

Reuter learns that there is no truth in the statement that negotiations are progressing between Great Britain and Germany regarding the partition of the Portuguese Colonies in Africa.

The Anglo-German Treaty of 1898, upon which there has been so much speculation, refers to a purely hypothetical situation and only comes into operation when Portugal of her own free will agrees to dispose of her colonies.

ITALY AND TURKEY.

LONDON, February 8th.

Reuter's correspondent at Constantinople wires that the Cabinet has decided to enforce the closing of all Italian institutions in Turkey, including private banks and insurance companies.

FLOODS IN SOUTHERN EUROPE.

LONDON, February 8th. Great floods are occurring in France, Spain and Portugal. The King and Queen of Spain, returning to Madrid from Ferrol, were delayed at Leon for several hours. The floods have caused widespread devastation.

LORD CHARLES BERESFORD AND THE KAISER.

LONDON, February 8th. Reuter's correspondent at Berlin states that Lord Charles Beresford is staying at the British Embassy. He lunched with the Kaiser at the Palace yesterday afternoon.

Admirals Tirpitz, Mueller and Hollmann and General Herrenberg were also guests at the Kaiser's luncheon to Lord Charles Beresford.

THE ESPIONAGE CASE.

LONDON, February 8th.

The outcry against the harshness of Stewart's sentence, the secrecy of the proceedings and the reliance of the Court on a witness of most doubtful antecedents continues, and meanwhile excites the indignation of Germany, which resents the impugning of the justice of its Supreme Court.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

MINERS' CONFERENCE.

LONDON, February 8th.

The national joint Conference of Coal-miners met in London to-day. The Conference adjourned after two hours' discussion, the South Wales owners withdrawing because of the men disregarding the existing agreement by uncompromisingly insisting on a minimum wage, threatening to cease work otherwise. The withdrawal may wreck the Conference or possibly lead to a settlement with the rest of the country.

OBITUARY.

LONDON, February 8th.

The death is announced of Major-General the Hon. Arthur Henry Henneiken-Major, who commanded the London Division since 1909.

DICKENS CENTENARY.

LONDON, February 8th.

Making a total available for appropriation of £52,021.90. The Directors recommend that a Dividend of four per cent, on the Capital he paid to Shareholders, absorbing £60,000.00, and that the balance of £2,021.90 be carried to a new Profit & Loss Account.

COMPANY REPORT.**HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.**

The report of the Directors for the year ending 31st December, 1911, is as follows:—

GENTLEMEN.—The Directors now beg to submit to you their Report and Statement of Accounts for the year ending 31st December, 1911.

The Net Profit for that period amounts to £62,644.73

To which has to be added:—Balance brought forward from last account ... £1,181.65

Amount transferred from Insurance Reserve Fund ... 5,000.00 6,181.65

And from this have to be deducted:—Remuneration to Directors 5 per cent. on Net Profit ... £3,102.24

Remuneration to General Manager 5 per cent. on Net Profit ... 1,102.24 6,204.48

Making a total available for appropriation of £52,021.90

The Directors recommend that a Dividend of four per cent, on the Capital he paid to Shareholders, absorbing £60,000.00, and that the balance of £2,021.90 be carried to a new Profit & Loss Account.

THE MONGKOKTSUI COMPENSATION CLAIM.

The hearing of the arbitration brought under the provisions of the Harbour of Refuge Ordinance of 1909 as amended by the Harbour of Refuge Amendment Ordinance, 1911, was continued before the Chief Justice yesterday.

The Government was represented by the Attorney-General (Hon. Mr. Rees Davies, K.C.) and Mr. Eldon Potter, instructed by the Crown Solicitor (Mr. J. H. Kemp), while

Mr. M. Stade, instructed by Mr. Needham; Messrs. Evans and Harston, Mr. C. E. Beavis, of Messrs. Wilkinson and Grist, and Mr. Holborow, of Messrs. Deacon, Locker and Deacon, represented the various property owners.

The examination of Mr. Ough was resumed.

You remember the deed of assignment of this property which was put in yesterday? Bearing in mind the contents of that deed does it alter your idea of the valuation you have made of this particular property?—No.

In December, 1909, at the time you made this valuation you valued it to be, Reclamation Street at \$26,937?—Yes.

In November of the same year your firm made a valuation of this property and other property?—Yes.

Your valuation for Nos. 75 to 87, Shanghai Street and Nos. 52 to 62, Reclamation Street was \$30,000?—Yes.

Is that fair value?—Yes.

If you deduct from that valuation of \$30,000 the \$26,937 which you say is the valuation of the Reclamation Street houses, will you give me some rough idea of what they were worth?—I will tell you if you let me send for my book.

Can you tell me roughly?—I will tell you exactly if you let me send for my book.

At present you are claiming for Nos. 66-62 the sum of \$6,510?—Yes.

That works out at \$4.34 a foot?—I will take your figures.

For No. 58 the claimants have accepted an offer of \$1.50 a foot?—There has been an offer accepted. I don't know the exact figure.

Do you suggest that the damage suffered by No. 60 is practically \$3 a foot more than that suffered by No. 58?—No.

Perhaps you suggest that the damage done to No. 58 is not \$1.50 a foot?—I don't.

You are claiming for No. 60 at the rate of \$4.34 a foot?—Yes.

What was the original claim?—\$3,254 each for No. 62.

That works out at \$4.30 a foot?—Possibly, I have not worked it out.

What are you claiming?—\$4.34 a foot.

You are claiming the same for each house?—Originally the claim was for \$10,525 for the six houses. If you divide that by six you get \$1,754. In order to split this claim we have simply divided by six.

That is to say, you claim the same for each house?—The claim of \$10,525 is for the block.

Do you wish to come into this court to recover \$3,255 per house?—No. We claim to recover \$10,525.

How much you value the houses in Shanghai Street on 3rd November, 1909?—\$21,000.

That would leave \$6,000 for the Reclamation Street property?—Yes.

Witness explained the reduced value of this property by the road being made in front.

In November 1909 you valued the Reclamation Street property at \$9,000. You now say that on the 17th December they were really worth \$26,937? That is your estimate?—No, I don't say that at all.

The original value?—The original value before they were damaged by these works.

You have told me the value which this house represented in 1909?—The proper value.

That is to say if you went into the market to buy his house you would have to pay this sum for it?—Oh no.

These figures here represent the actual value of the property on 17th December, 1909?—The proper value of the property.

The actual value?—No.

What does this figure mean?—You must not extract one figure from that table; you must take the table as a whole.

In your opinion will the completion of the reclamation reduce the present rentals of these houses in Reclamation Street?—It might.

I want your opinion as an expert. Will it or will it not?—The rentals may even go up. There are many factors to consider besides the reclamation.

Will the completion of this reclamation reduce the present rentals of these houses?—I don't know what the rentals are.

I understand this claim for reduced value represents your estimate of the value of the houses when the reclamation was completed. Now you are telling me that that reduced value represents the valuation of the houses to-day?—I don't remember using these words. The basis of this claim was a comparison of the rentals of the houses in normal condition and the houses as they would be when these works were done.

You suggest that the bulk of the damage is done?—Practically.

Do you suggest that this second claim represents the value of these houses?—No.

What does the second claim represent?—It represents the ultimate value of these houses.

I understood you to say definitely that that was the value in 1909 of the house?—No, the value as they ought to be, the value they actually were.

Mr. Ough was further questioned on the subject of damage done to the property by the reclamation.

Mr. H. W. Bird then gave evidence supporting the figures given in the claims.

Under cross-examination by Mr. Potter witness drew a distinction between a valuation for probate and a valuation for other purposes. When making a valuation for probate he would in the absence of Government assessment consider it his duty to make a fair value of the property. In his opinion as an expert this property which had been valued at \$26,000 originally was entitled to \$14,000 as compensation.

The hearing was again adjourned.

QUEEN'S COLLEGE PRIZE DISTRIBUTION.

The great hall at Queen's College was crowded yesterday morning, for the occasion was a memorable one. Not only was it memorable to the students by the mere distribution of the prizes, but it was, in all probability, the last occasion on which His Excellency the Governor, Sir Frederick Lugard, will have the pleasure of presiding at the most important school function of the year.

His Excellency was accompanied by Capt. Simson, Private Secretary, and there were also present:—Their Lordships Bishop Landen and Bishop Pozzoni, Mr. J. R. Wood (Director of Education), Rev. Father Watson, Mrs. Irving, Mrs. Dealy, Mr. F. B. Bowley, Rev. C. Bone, Mr., Mrs. and Miss Ritchie (New Zealand), Consul-General and Madame Leiria, Mr. Lau Chu Pak, Mr. Ho Kom Tong and others.

Mr. T. K. Dealy, headmaster, in his report mentioned that the number of scholars in attendance during the year was 1092, and the average daily attendance 667; the corresponding figures for 1910 were smaller—1056 and 642 respectively. Had it not been for the unsettled condition of the neighbouring province, the numbers this year would have been greater still.

The net cost to the Government of this establishment is \$41,067.90, which works out at \$63.07 per capita on the average daily attendance, and at \$38.52 on the total number on the roll; but Mr. Dealy said it must not, however, be forgotten that during the year there had been on the books for varying periods no fewer than 58 free scholars and 14 student interpreters from the Registrar-General's Office, none of whom pay fees. A table shows that these boys, if paying fees, would have swollen the income of the College by \$2,660, with a corresponding and consequent reduction in the average expense of each scholar.

After reading the report, Mr. Dealy said:—“I have now an interesting announcement to make. In honour of Mr. Ralphs, the Pupils of Class I, have subscribed a sum of money, the interest on which shall provide annually a Gold Medal to be presented to the Senior Prefect for the year. The Medal thus presented is to be called ‘The Ralphs Senior Prefect Medal.’”

THE GOVERNOR'S ADDRESS.

His EXCELLENCE said—My Lord Bishops, Mr. Dealy, Ladies and Gentlemen,—Following my usual custom I will make a few comments on the headmaster's report which we have just listened to, before passing on to other subjects. Except as regards the average attendance of the year, which now stands at 667 only, whereas the school is capable of accommodating from 800 to 850, the report is eminently satisfactory. Even in this matter of attendance there is something to be said in extenuation. It is an increase on last year of 25 and the proportion of average attendance bears to the total number on the roll is practically identical with what it was last year. I regard that as very satisfactory when we come to consider the various temptations there were to excitement during the past six months. We see that it did not form any obstacle to the regular attendance of the boys at Queen's College. In all probability these events, as the headmaster told us, accounted in a large measure for the decreased attendance during last year. The net cost of each pupil to the Colony has risen from \$54 last year to \$63 this year. That is to say, it is practically double the average for the last nine years. This is due, in part to the decrease in numbers at the school to which I have just alluded and in part to the large increase in the staff which has taken place during the last year. I do not regret this increase, although it involves a sum of \$8,000 in excess of last year, for I am convinced that it has been well spent in improved methods and means and which will result and has resulted in better education for all the boys, not only for the few more brilliant ones. The taxpayers of this Colony do not regret it, for the spokesman of the unofficial members of the Legislative Council in reply to the speech I made in introducing the Estimates gave it as the settled opinion of himself and his colleagues that even a larger sum should be spent in education in this Colony. The reforms introduced in the grant code have been applied even more drastically perhaps to the Government schools than to the grant in aid schools. They have now been in operation for about a year and we can see some extent judge of their results. His Lordship Bishop Pozzoni, speaking at the French Convent a few days ago, bore strong testimony to the value of these reforms in the Roman Catholic Schools of the Colony. I think the report of the headmaster is evidence that there might be less disparity in the standard of education attained by the boys in the same class, with the result that the teacher will be able to give more uniform attention to every boy and they will be able to benefit to the full by the instruction given.

In Queen's College we have heard that English composition is considerably im-

proved, and that is a most essential avenue for Western learning, which is the main feature in Queen's College. At the same time we also hear of greater attention and greater

success achieved in the study of Chinese language and literature. That has been due to the efforts of the Rev. Mr. Wells, the translation master, and the appointment of five additional visiting vernacular masters.

I am glad to be able to congratulate the school in having succeeded in gaining a large number of passes in the Oxford local examinations, so that now it is better able to hold its own with the other schools, though it still has some leeway to make up.

Amongst them were twelve passes in the senior division, and I hope that a large number of those boys who passed in the senior

HOME AND CHINA AFFAIRS

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 10th.

Lord LONSDALE AND THE KAISER.

The Earl of Lonsdale, our richest and most sporting earl, has come out in a new place—as the exponent of the Kaiser's peace to hold his own with the other schools, though it still has some leeway to make up. Amongst them were twelve passes in the senior division, and I hope that a large number of those boys who passed in the senior

The Unionists are making great play of the prosperity of Ireland to-day, and especially the greater contentment of the farmers who under the Wyndham Land Act have been able to secure their farms and therefore have little or no reason for desiring Home Rule nowadays. Between the two sides of the argument we are threatened with a very spate of oratory in the next few months.

THE EUROPEAN HAIR MARKET.

So far the cutting of Chinese queues has not affected the European hair market. Probably the flood of pigtailed is yet to come upon us. The annual hair fair at Limoges in France anyway has yielded prices well up to recent years. One Paris buyer secured two hundred pounds at about fifty-five shillings a pound, whereas the merchants in coarser varieties expect to pay no more than ten shillings a pound for the Chinese hair when the rush of it comes. Extra prices of course were given for exceptional grades. Fine white hair brought £12 to £14 a pound, and some of the rarer and more beautiful tints of red hair were nearly as expensive. Dealers from all over the world were in attendance.

RUSSIA AND MONGOLIA.

It is curious how soon the coup in Mongolia has followed the emphatic announcements in the semi-official press in St. Petersburg that Russia had no designs on Chinese territory. But in European capitals, I understand, financiers have expected this stroke for some weeks and one important house not only predicted it but advised the Czar's Government to carry it out, at the same time promising to back the enterprise if necessary with the monetary influence of their connections.

BUSINESS MANAGEMENT AT THE ADMIRALTY.

Business management at the Admiralty has set in with a vengeance, and on the whole the changes made by Winston Churchill are approved, though some naval centres are inclined to be slow in delivering judgment. The declaration that the naval defence arrangements of the nation will be sleepless and night and day readiness will be the rule has made a good impression. The Colonial Office will be the poorer for the loss of Sir Francis Hopwood, who becomes an additional Civil Lord of the Admiralty and the “buyer and business manager” of the naval department. He has had a wide range of experience up and down the Empire and the King had a great idea of his abilities.

Passing to the international relations, Lord Lonsdale declared emphatically that the Kaiser was a man of peace. “I have always made it a point,” he said, “after I have been with His Majesty, to repeat nothing of what he has said. If I gave me leave to make it public I could repeat thousands of things that would astonish Englishmen with regard to the warm feelings he entertains for England. As I have received such great personal kindness from him, entirely of a private character, it is almost impossible for me to do so.”

“I am quite sure the Emperor is quite at

a loss to understand the position the Government has taken up. As regards the war scare, I confess I don't understand it. Let me then impress upon you the vast importance of taking full advantage of your opportunities now, so that you may be fitted not only by intellectual and educational equipment, but in character and in singleness of purpose to guide your country in whatever capacity it may be your privilege to serve her through the stormy and difficult years which lie before you. I earnestly hope that many of you who have done well at school will enter the University that you may there equip yourselves with a more thorough knowledge, whether in medicine, engineering and commercial knowledge, law, political economy and jurisprudence, and above all that you may there imbibe the spirit and atmosphere of a great seat of learning and acquire habits of self control and self sacrifice by study of the lives and character of the great men of the past, of whatever race.

Si, I know not whether I may be privileged to address you here again this time next year. This is the fifth time I have been present at your annual distribution of prizes, and perhaps it may be the last, for few Governors have exceeded that limit. If the words I have spoken and the advice I have given you today should be the last which I shall address to the boys of this school, do not forget them, for it is my hope and my ambition that Queen's College and the Queen's College boys who have taken the degree in the University will be men of light and leading in China, men who will have learnt in these British institutions something more and something greater than can be acquired from the pages of textbooks in a sense of duty and a standard of conduct which they will carry into public and private life, regardless of any lesser aim than the approval of their own consciences. It is, I know, sin the daily effort of yourself and of the staff to assist your pupils to achieve these great ideals. I earnestly wish you success. And now, before I proceed to the pleasant task of distributing the prizes and awards of merit I offer you all, masters and boys, my good wishes for the coming year and for the future, and a pleasant and healthful time of rest and recreation before you meet again for work.

At the conclusion of his address, His Excellency unveiled portraits of Sir Henry Blaikie and Sir Matthew Nathan, whom he said were always interested in education and especially in Queen's College.

He also unveiled a portrait and a bust of Dr. Bateman Wright, who was headmaster of the College for 20 years. The bust, which is a speaking likeness of Dr. Wright, was executed by Mr. Bertram Mackennal, R.A., who designed the new postage stamps of the United Kingdom.

His Excellency announced that the College would re-open on Monday, March 11th, at 9 a.m.

THE SITUATION IN IRELAND.

There is a curious situation in Ireland just now, in view of the approach of Home Rule—though it is by no means certain that measure will get through under two years and nobody dares to predict that the Government will hold office so long. But the extremists on both sides are preparing for the accomplishment. The Irish-Americans who still love the “ould sod” are in many cases prospecting for the employment of capital in Ireland, including the development of coal mining. That augurs well for the dormant resources of the land. On the other hand scores of the old families and landowners of the island who have stuck to their properties till now are preparing to quit rather than remain under a Home Rule Government.

INTIMATIONS

JOHNSTONE'S M.P. WHISKY.



Our argument is there is nothing better than M.P.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS,

36 AND 40, QUEEN'S ROAD CENTRAL.

[33]

RACE SEASON 1912.

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SPLIT SECONDS

ZEISS PRISM BINOCULARS

£9.50

£6.10.0

£7.10.0

£6.0.0

To be obtained from the

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Chas. J. Gaupp & Co.,

Alexandra Buildings,

Chater Road.

451

THE LABOUR WORLD.

That the labour situation is most menacing is evident all over the country. The Tom Manns and Ben Tillets are plainly and unblushingly out for extremes and revolution. Vernon Hartshorn, the agitator of South Wales, who has gained the ear of the turbulent miners and led them away from calmer spirits like “Mabon,” the former trusted leader, say so without any bones about it. The same extravagant incendiarism is evident in Lancashire

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be retained until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

BEKANNTMACHUNG.

IM hierigen Handelsregister Abt. A ist unter Nr. 6 zu den offenen Handelsgesellschaft ARNOLD, KARBERG & CO., eingetragen worden: H. H. Richter zu Daly ist Prokura erblitt. Die Prokura von G. Crofts zu Thutin ist erloschen.

KAISERLICH DEUTSCHES KONSULAT.

Canton, 7. Februar 1912. [294]

G. CROFTS E.

HONGKONG SANITARY DEPARTMENT.

NOTICE.

THE PUBLIC ARE WARNED THAT SMALLPOX PREVAILS in the Colony at the present time, and it is advisable therefore for all those who have not already had this disease to be vaccinated. Europeans who cannot afford to employ a private medical practitioner may be vaccinated free of cost at the Government Civil Hospital between the hours of 2 P.M. and 4 P.M. daily; Chinese at the Tung Wah Hospital, or at any of the Public Dispensaries, viz.:—Wanchai, Kau U Fong and Second Street (Sai Ying Poen) in the City of Victoria, the Kwong Wah Hospital (Yammati Dispensary), Hung Hom, Kowloon City and Shaukiwan.

E. D. C. WOLFE,
Head of Sanitary Department.
Dated 9th February, 1912. [295]

NOTICE TO CONSIGNEES.

STEAMSHIP "SKERIES."

FROM TACOMA, SEATTLE, VANCOUVER, YOKOHAMA, KOBE AND NAGASAKI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.
Hongkong, 8th February, 1912. [296]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees BEFORE NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 15th inst., at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:
Ex ss. "Feldmarschall" from Zanzibar.

NORDDEUTSCHE LLOYD,
MELCHERS & CO., General Agents.
Hongkong, 8th February, 1912. [295]

GOOD FIRM OF HONGKONG AGENTS
Wanted who already deal with the largest buyers of Lamp Wick by large English Manufacturers of these Goods. References and full particulars to:—Box 793, Care of "Daily Press" Office, Hongkong or London. [272]

SPECIALTIES.

SEND for our own make:—

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BEEF SAUSAGES,
PRESSED BEEF
BROWN,
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We guarantee satisfaction.

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ENTERTAINMENT
VICTORIA THEATRE.
A GREAT WEEK OF NEW PICTURES AND VAUDEVILLE STARS.
NEW MAGNIFICENT FILMS:
"THE STONE OF SCONE,"
"THROWN TO LIONS,"
"THE WHITE BED,"
"ST. FRANCIS OF ASSISI,"
"TRAGEDY OF CARNIVAL,"
and Many others.
TREMENDOUS SUCCESS OF OUR EMINENT ARTISTS:
MADAME ABDALA,
In her own French Comic Specialities.
LYALL SISTERS,
Famous Dancers.
MISS RUBY WILLIAMS,
Celebrated Soubrette.
Hongkong, 7th February, 1912. [53]

INTIMATIONS

G. 2 R.
NAVY CONTRACTS, 1912-13.

SEALED TENDERS, in Duplicate, for the Supply of the undermentioned Stores for H.M. Naval Service at Hongkong during the period 1st April, 1912 to 31st March, 1913, will be received by the COMMODORE, H.M. NAVAL YARD, until Noon on MONDAY, the 25th February, 1912:
Fresh Beef and Vegetables.
Larded Meat.
Soft Bread.
Biscuit.
Rice.
Sugar.

Forms of Tender and any necessary information may be obtained on application to the DEPUTY VICTUALLING STORE OFFICER, H.M. NAVAL DEPOT, Kowloon.

The right to reject the lowest or any tender is reserved.

H.M. NAVAL DEPOT,
Kowloon, 27th January, 1912. [251]

IN THE MATTER of the HIP ON INSURANCE EXCHANGE AND LOAN COMPANY, LIMITED, in Liquidation, and IN THE MATTER of the COMPANIES' ORDINANCES of Hongkong.

TAKE NOTICE that the ANNUAL MEETING of the Shareholders of the above Company will be held at the 2nd Floor of No. 305 Des Vaux Road Central, Hongkong, on SATURDAY, the 17th February, 1912, at 11.45 A.M.

Dated this 6th day of February, 1912.

TAM TSZ KONG,
CHENG MAN PO,
287 Liquidators.

IN THE MATTER of the HIP ON INSURANCE EXCHANGE LOAN COMPANY, (in Liquidation), and IN THE MATTER of the COMPANIES' ORDINANCES of Hongkong.

TAKE NOTICE that a MEETING of the Shareholders and Creditors of the above Company will be held at the Company's Offices at the 2nd Floor of No. 305 Des Vaux Road Central, Hongkong, on SATURDAY, the 17th day of February, 1912, at 12 o'clock NOON.

BUSINESS.—(A) To discuss the accounts of the Company.
(B) To discuss the advisability of a change of Liquidators.

Dated this 6th day of February, 1912.

TAM TSZ KONG,
CHENG MAN PO,
288 Liquidators.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE COMMITTEE has decided that the following shall be the Setting Days for 1912:—

TUESDAY, 30th January.
WEDNESDAY, 28th February.

FRIDAY, 29th March.

MONDAY, 29th April.

THURSDAY, 30th May.

FRIDAY, 28th June.

TUESDAY, 30th July.

FRIDAY, 30th August.

TUESDAY, 27th September.

WEDNESDAY, 30th October.

FRIDAY, 29th November.

MONDAY, 30th December.

The following is a List of Members of the STOCKBROKERS' ASSOCIATION OF HONGKONG:—

J. M. DE C. BASTO.

S. S. BENJAMIN.

E. E. ELLIS.

F. ELLIS.

J. GOULD.

R. A. GUBAY.

D. HASKELL.

T. W. HORNEY.

T. F. HOUGH.

E. HOWARD.

ELIAS KADOURIE.

E. S. KADOURIE.

J. R. MICHAEL.

M. H. MICHAEL.

S. J. MICHAEL.

E. J. MORIS.

G. C. MOXON.

E. OWEN.

G. H. PERRY.

P. C. POTTS.

E. M. RAYMOND.

F. SMITH.

P. STOPPA.

J. W. TAYLOR.

W. G. WORCESTER.

J. F. WRIGHT.

By Order of the Committee,

W. G. WORCESTER,
Secretary.

Hongkong, 19th January, 1912. [248]

GRACA & CO.

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HONGKONG HOTEL BUILDING,

PEDDER STREET, HONGKONG.

135

NOTICE.

MESSRS. F. A. CHOPARD and L. BIROT

beg to inform the Public that they have

bought the Business of the ASTOR HOUSE HOTEL,

and will not be responsible for any claims, etc.,

prior to the 1st February, 1912.

Hongkong, 31st January, 1912. [276]

NOTICE.

THE Undersigned begs to inform the Public

that he has sold the Business of the

ASTOR HOUSE HOTEL to Messrs. F. A.

CHOPARD and L. BIROT and all claims

up to 31st January, 1912, will be paid by him.

L. GAMEAU.

135

NOTICE.

THE Undersigned begs to inform the Public

that he has sold the Business of the

ASTOR HOUSE HOTEL.

PEDDER STREET, HONGKONG.

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PEDDER STREET, HONGKONG.

135

NOTICE.

THE OPIUM CONFERENCE.

CAUSES OF DELAY.

FROM 'THE TIMES' SPECIAL CORRESPONDENT.]

The Hague, Jan. 10.

A week ago there existed a very general impression among the members of the Opium Conference that the duties which lay before them, upon its assembling on the 8th inst., would amount to little more than the confirming of official minutes, and some general and uncontroversial discussion preliminary to the confirmation of the Drafting Committee's final text of the Convention. It was believed that a few days would suffice to bring the labours of the Conference to the point of signatures and mutual ratifications. Within a few hours of the delegates, however, it became known that these hopes were not likely to be realized, and that The Hague would in all probability see its guests for another fortnight at least. For the period of the recess had, very properly, been devoted in certain quarters, and most notably in Berlin and London, to a careful and systematic consideration of the terms of the proposed Convention, as drafted on December 22, and to examination of the probable effect in practical working of several of its clauses, especially those referring to the future working of the internationally-controlled trades in morphine and cocaine. As the result of these inquiries the further discussion and modification of several clauses of the Convention was to be expected.

The detailed report of the Drafting Committee, a long document, was issued and circulated to the delegates on the evening of the 8th inst. It embodies all the materials gradually compiled and revised for the purposes of the Convention, and prepared, as far as possible, for final discussion. Generally speaking, it maintains the form outlined in *'The Times'* of the 6th inst.; but where differences of opinion, or new proposals, have arisen the facts and arguments are stated for the guidance of the Conference. The special Chinese resolution, originally intended to form the subject of a separate Convention, may possibly be included in this general agreement; discussion of this point is not yet concluded. The clauses dealing with ratification and denunciation will be further discussed and probably modified, there being a general consensus of feeling against making the application of the Convention dependent upon the unanimous adherence of all non-signatory nations, and some divergences of opinion in regard to the length of time to elapse before it is made effective. Mr. Asser, the international jurist whose assistance has been invoked for the business of final drafting, has, I believe, expressed the opinion that the results obtained by the present Conference must necessarily be of a somewhat tentative character, and that a revision of sections of the Convention will probably be required at a later date when experience shall have demonstrated its practical effect of international regulation upon the opium, morphine, and cocaine trades.

DIFFICULTIES OF THE PROBLEMS INVOLVED:

It will certainly not be matter for surprise if the first results of the present Convention fall short of the highest expectations. The ground which it is proposed to cover is enormous; the amount of definite information available in many instances is very limited, and the time has been far too short to permit of systematic investigation of the questions at issue. It is also to be observed that the delegates met at the outset under difficult working conditions, without any definite programme or preparation of precise data, hampered by the language *imbrolio*, and frequently ignorant of the conflicting interests and policies which the Conference is expected to reconcile. The problems which actually confront the British and German representatives in handling the immediate interests of their respective countries might, indeed, have been predicted. The British plenipotentiaries are responsible only to the British Government and, in a certain sense, to public opinion, their decisions being independent of Parliamentary approval, so that ratification follows their signature, generally speaking, as a matter of course. Any obligations accepted by Great Britain under an International Convention are naturally binding upon the Dominions, Colonies, or Dependencies concerned, except where special reservations are made to the contrary. But with Germany, such a Convention as this, involving the necessity for legislative measures in which the autonomous rights of the individual States are affected, requires, before ratification, the expressed consent not only of the Reichstag but of the Bundesrat. (The Federal *rechts* State problem occurs also in America and will necessitate intricate legislation.) Small wonder, therefore, that questions have arisen and delays occurred, for the business of reconciling the Federal and State points of view is not one which can be hurriedly disposed of. The chief difficulty of the German delegates has been to devise a formula generally acceptable and at the same time effective, whereby the obligations incurred under the Convention may properly be imposed by the Imperial Government upon the several States of the Empire, while avoiding, at the same time, any undue sacrifice of German commercial interests in the drug trade. This formula has now been agreed upon and has been referred to Berlin for confirmation. At a meeting held yesterday between the British and German delegates much good work was done in the direction of reasonable compromise between the conflicting interests of the two countries and chiefly in regard to the cocaine trade, so that at the present moment there is every prospect of a business-like and workable agreement. The success of the Conference was, as is well evidenced by its own attainment of this result.

THE LANGUAGE DIFFICULTY:

The Conference met yesterday for the first time since the adjournment, but concerned itself only with the confirmation of the minutes, in arrears for several meetings owing to delays in the preparation of the official French text. The language difficulty had indeed been conspicuous throughout the Conference, for the President himself is not familiar with French and the great majority of the speeches and reports have been made in English, to be subsequently rendered into the official French, by way of the Dutch language. Even the official stenographer to the Conference is not fully conversant with French. The result of these conditions is necessarily reflected in official records and translation work, which leave a good deal to be desired. The diplomatic world is conservative in its ways, but the time must surely be approaching when international conference on commercial questions will be conducted in the language most familiar to the commercial world, or at least in that of the initiating country, reserving French for purely political and diplomatic work.

At the meeting to-day little progress was made with the more important of the outstanding questions, the German delegates being without instructions from Berlin as to the proposed arrangements with regard to the cocaine trade. Much time was occupied by a somewhat irrelevant and discursive speech from the youthful delegate for Persia and by a subsequent discussion between him and the Chinese representatives, which was curiously suggestive of the Oriental lack of humorous perception. Bishop Brent, however, continues to keep the general proceedings on a high plane of good feeling and serious purpose, and there is every reason to hope that the final results of the Conference will be generally satisfactory.

WEATHER REPORT.

On the 8th at 11.55 a.m.—Pressure has increased moderately over Eastern Japan, the depression which was central over Hokkaido yesterday having passed into the Pacific. A second depression is approaching the Sea of Japan from Westward.

Pressure has decreased moderately along the China coast and over the Loosoo.

The high pressure area remains over S. China, but has weakened.

Moderate monsoon may be expected along the coast, and fresh to strong in the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| DISTRICT | FORECAST. |
|---|---------------------|
| Hongkong & Neighbourhood | N. winds, moderate. |
| Formosa Channel | Same as No. 1. |
| South coast of China between Hongkong and Lamocka | Same as No. 1. |
| South coast of China between Hongkong and Hainan | Same as No. 1. |
| N. to N.W. winds, moderate; fine. | |

When

"Only Middling"

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, & an ordinary atmospheric change or dietary irregularity may lay you up for weeks.

Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like Success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

BEECHAM'S PILLS.

Specially suitable for Females of all ages.

Sold everywhere in boxes (price 6d. 6p. 1/-) (50 pills) and 1/- (160 pills).



CHAPOTEAUT'S MORRHUOL
Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuel capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

113-5

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 8th.

| | Previous Day | On Date | On Date |
|----------------|--------------|------------|-----------|
| | at 4 p.m. | at 10 a.m. | at 4 p.m. |
| Barometer | 30.62 | 30.29 | 30.17 |
| Temperature | 60 | 55 | 62 |
| Humidity | 41 | 54 | 51 |
| Wind Direction | North | WSW | West |
| Force | 2 | 1 | 2 |
| Weather | o | o | o |
| Rain | — | 0.00 | — |

Highest open air Temperature on 7th...63

Lowest open air Temperature on 7th...51

LONGBKONG TIDE TABLE.

From 9th to 15th February, 1912.

HIGH WATERS.

LOW WATERS.

| Day | Month | H'kong Mean Time. | Height | H'kong Mean Time. | Height |
|--------|-------|-------------------|--------|-------------------|--------|
| Fri. | 9 m | 5 56 | 5 1 | 7 33 | 2 8 |
| | | 2 13 | 5 2 | 8 38 | 3 0 |
| Sat. | 10 m | 3 15 | 4 3 | 8 5 | 3 2 |
| | | 3 2 | 5 4 | 10 39 | 2 8 |
| Sun. | 11 m | 5 9 | 3 9 | 8 35 | 3 6 |
| | | 3 57 | 5 7 | 9 5 | 2 7 |
| Mon. | 12 | Noon | high | 10 6 | 2 4 |
| | | 4 54 | 6 0 | no low | water |
| Tue. | 13 | Noon | high | 1 4 | 2 0 |
| | | 5 50 | 6 3 | no low | water |
| Wed. | 14 | 9 56 | 4 0 | 1 47 | 1 6 |
| | | 6 40 | 6 6 | 11 54 | 3 9 |
| Thurs. | 15 | 10 0 | 4 0 | 2 24 | 1 2 |
| | | 7 24 | 6 9 | 0 50 | 3 8 |

ENTERTAINMENT.

THEATRE ROYAL.

TO-NIGHT!

MAURICE E. BANDMANN PRESENTS
THE FAMOUS LONDON ACTOR-MANAGER,
MR. MATHESON LANG
AND
MISS HUTIN BRITTON.

In Jerome K. Jerome's remarkable play

THE PASSING OF THE THIRD FLOOR BACK.

TO-MORROW NIGHT!

SPECIAL SCOTCH NIGHT.

HAMLET,

when the Scotsmen of Hongkong will assemble to welcome their famous fellow-countryman.

| | |
|-------------------------|---|
| MONDAY, February 12th, | Shakespeare's Comedy MUCH ADO ABOUT NOTHING. |
| TUESDAY, February 13th, | Shakespeare's Tragedy OTHELLO. |

In response to numerous requests,
SWEET NELL OF OLD DRURY,
will be revived.

Grand Farewell Performance
THE TAMING OF THE SHREW.

The Plays complete in every detail as presented in London.
Plan Now Open at MONTREAL'S.

Stalls and Circle \$4, Pit \$2, Commence at 9 p.m. sharp. Gallery \$1.

Hongkong, 9th February, 1912.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

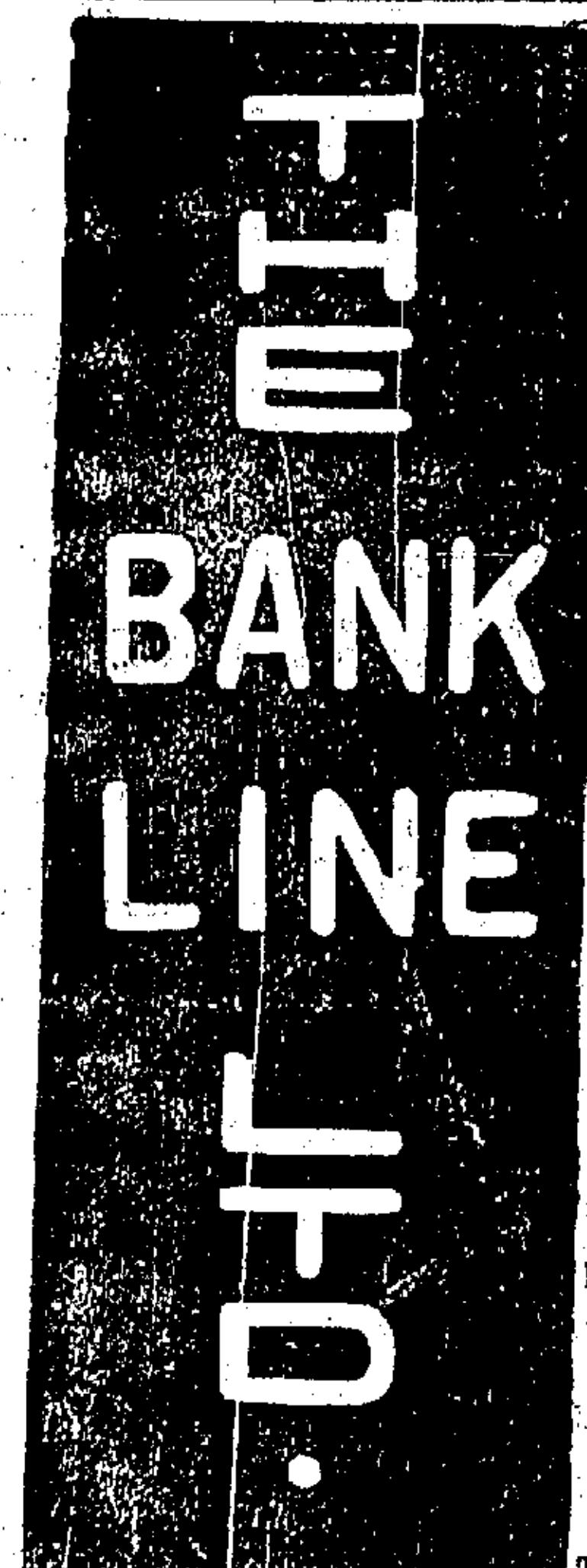
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[62]

SHIPPING IN PORT.

STEAMERS.

ASTANAX, British str., 3,081, J. W. Read, 3rd
February—Shanghai 31st January, General
Butterfield & Swire.CHONGMING, British str., 1,265, V. Liddell,
5th Feb.—Hongkong 3rd February, Coal—
Jardine, Matheson & Co.CHINAS, Norwegian str., J.102, H. Nielsen,
29th Jan.—Bangkok and Swatow 29th Jan.,
General—Aagard, Thoresen & Co.CHIEN-CHANG, British str., 1,229, Meathes, 6th
Feb.—Wakamatsu 31st Jan., Coal—Butterfield
& Swire.CHIYO MARU, Japanese str., 7,250, W. W.
Greene, 6th Feb.—San Francisco 10th
January, Mails and General—Toyo Kisen
Kaisha.CHOY-SANG, British str., 1,424, M. Courtney,
4th Feb.—Shanghai 31st Jan. and Swatow
3rd Feb., General—Jardine, Matheson &
Co.DAIGI MARU, Japanese str., 845, Y. Someka,
7th Feb.—Swatow 6th Feb., General—
Osaka Shosen Kaisha.Dove, Norwegian str., 7,250, H. Nielsen,
29th Jan.—Singapore 26th Feb., General—
Wo Yick & Co.DUNBRIDGE, British str., 1,211, A. W. Dixon,
28th Jan.—Singapore 20th Jan.—Bank
Line, Ltd.EMPEROR OF JAPAN, British str., 3,039, S.
Robinson, E.N.Z., 2nd Feb.—Vancouver
11th Jan., Mail and General—Canadian
Pacific Railway Co.FUKUOKA MARU, Japanese str., 1,946, S. Kumawaki,
6th Feb.—Moji 1st February, Coal—
Mitsui Bishi Goshi Kaisha.HALIFAX, Norwegian str., 1,046, G. Söderberg,
6th Feb.—Bangkok and Swatow 5th February,
General—China-Siam S. N. & C.HALYARD, Norwegian str., 1,046, C. Andersen,
7th Feb.—Bangkok via Hoitow 5th Feb.,
Rice and General—C. S. S. N. Co.HANOI, French str., 1,200, G. Bouvier, 31st
Jan.—Haiphong and Pekhol 28th Jan.,
General—A. R. Marti.HONGKONG, British str., 2,056, Kinghorn, 2nd
Feb.—Singapore 27th January, General—
Chinese.HUCHEW, British str., 1,217, G. Hooker, 1st
February



REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.),
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.
FOR MANILA. FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (OR.).
LUCERIC 16th Feb.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
indemnity offered.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indemnity offered, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIC" ... 3,000 tons ... to be despatched 15th February, 1912.
S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: FROM COLOMBO:

17th February.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42434]

GOING HOME.

A HOLIDAY AT HOME AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water,"
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £245. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS. Tons Starting 1912
MANCHURIA 27,000 SATURDAY, 10th Feb., at 1 P.M.
MONGOLIA 27,000 SATURDAY, 2nd March, at 1 P.M.
KOREA 18,000 TUESDAY, 2nd April, at 1 P.M.
SIEFFI 12,000 TUESDAY, 16th April, at 1 P.M.
MANCHURIA 27,000 TUESDAY, 30th April, at 1 P.M.
INTERMEDIATE. Tons Starting
NILE 11,000 FRIDAY, 23rd Feb., at 1 P.M.
PERSIA 9,000 TUESDAY, 26th March, at 1 P.M.
CHINA 10,200 TUESDAY, 23rd April, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141

32

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 9TH FEBRUARY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 10TH FEBRUARY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

5 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 11TH FEBRUARY.

The Company's Steamer

"SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 p.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity... Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers,
Through Tourist Sleepers,
Dining Cars—Observation Cars,
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

61]

"SHIRE" LINE OF STEAMERS,
LIMITED.

PROJECTED HOMeward SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON & ANTWERP ... "CARMARTHENSHIRE" On 28th Feb.

LONDON, ROTTERDAM & ANTWERP ... "GLAMORGANSHIRE" ... On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

AGENTS.

Hongkong, 24th January, 1912.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-------------|----------|----------------------------|----------------|--------------------------|
| TJIMANOEK | JAPAN | First half of Feb. | JAVA | First half of Feb. |
| TJIMANI | JAVA | First half of Feb. | SHANGHAI | Second half of Feb. |
| TJILATJAP. | SHANGHAI | First half of Feb. | JAVA | Second half of Feb. |
| TJITAROEN | JAVA | First half of March | JAPAN | First half of March |
| TJIPANAS... | JAVA | First half of March | JAYA | First half of March |
| TJIBODAS... | JAVA | First half of March | SHANGHAI | First half of March |
| TJILIWONG | JAVA | First half of March | JAPAN | Second half of March. |

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 7th February, 1912.

BRITISH INDIA S. N. CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA" 4,155 tons, Captain H. CHIDLEY, duo at HONGKONG
from RANGOON on the 12th inst., will be despatched for KOBE on the 14th idem.<

SHIPPING

ARRIVALS

CHOYANG, British str., 8th Feb.—Canton.
HAINAN, British str., 6th, A. H. Stewart, 8th February.—Swatow 7th Feb., General—
Dobell & Co.
HAMPTON, British str., 2,125, J. O. Lupin,
8th Feb.—Hongay 3rd February, Coal—
Dobell & Co.
HAMPTON, British transport, 2,976, C. M.
Lucht, R.I.N.C., 7th February—Karachi via
Singapore 2nd February.
KATIFUKU MARU, Japanese str., 1,903, C. Mat-
sushina, 8th Feb.—Milne 2nd Feb., Coal—
Mitsui Busan Kaiwa.
KINA, British str., 4,207, H. Hansen, 7th Feb.—
Copenhagen, 8th February, General—
Melchers & Co.
LARSEN, British str., 1,340, C. C. Page, 8th Feb.—
Singapore 2nd Feb., Rice and General—
Wo Fat Sing.
LINAN, British str., 1,350, C. C. Williams, 7th Feb.—Shanghai 4th February, General—
Uniforfield & Swire.
NAMANG, British str., 2,591, P. M. B. Lake,
8th Feb.—Noji 4th February, General—
Jardine, Matheson & Co.
PRINZ EITEL FRIEDRICH, German str., 4,872,
E. Malchow, 8th February—Bremen 27th Jan., Mails and General—Melchers & Co.
RUMI, American str., 1,410, S. A. Crosby, 7th Feb.—Manila 4th Feb., General—Shewan,
Tomes & Co.
SZEGETVAN, Austrian cruiser, 2,300, Ritter van
Neuta, 7th Feb.—Singapore 1st Feb.
TUNGO, Norwegian str., 6,059, C. E. Halvorsen,
6th Feb.—Manila 3rd February, Ballast—
Siemers & Co.
YUNNAN, British str., 1,120, F. Eddy, 8th Feb.—
Manila 4th Feb., Ballast—Butterfield &
Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
8th February.
Choyang, British str., for Shanghai.
Hainan, British str., for Swatow.
P. E. Friedrich, German str., for Shanghai.
Takuan Maru, Japanese str., for Anping.

DEPARTURES.

8th February.
ARAGONIA, German str., for Singapore.
CHENAN, British str., for Shanghai.
CHOSHUN MARU, Japanese str., for Swatow.
HAITANG, British str., for Swatow.
KOHSICHANG, German str., for Bangkok.
KWANGTUNG, Chinese str., for Canton.
MAUSANG, British str., for Sandakan.
PARLAT, German str., for Bangkok.
SUNGKIAN, British str., for Haiphong.

SHIPPING REPORTS
The Brit. str. *Loyalty* reports: Experienced
strong monsoon and heavy sea.
The British str. *Nansang* reports: Moji to
Heishan strong to moderate N.W. winds; Heishan to Hongkong, N.Easterly wind, mod.
to light, fine clear weather, smooth sea.

VESSELS EXPECTED.

THE AMERICAN MAIL
The P. M. S.S. Co. str. *Mongolia* sailed from
San Francisco 23rd ult. on route to Hongkong,
via Honolulu, Yokohama, Kobe, Nagasaki and
Matsue, and is due to arrive at Hongkong on
the 23rd inst.

The T.K.K. str. *Nippon Maru* sailed from
Honolulu on the 5th inst. for Hongkong, and is
due to arrive at this port on or about the 26th
inst.

The T.K.K. str. *Tenyo Maru* left San
Francisco on the 6th inst., and is due to arrive
at Hongkong on the 4th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *Easterly* left Manila on the
7th inst., at 10 A.M., and is expected to arrive
here to-day.

THE INDIAN MAIL.

The Indo-China str. *Kutang* left Singapore
for Hongkong on the 1st inst., and is due here
to-day.

The str. *Laiyang* left Calcutta for Hongkong
on 3rd ult., and is due here about the 15th
inst.

THE MERCHANT STEAMERS.
The str. *Glenloch* left Singapore on the 3rd
inst., and is due here to-morrow p.m.

The str. *Dundar* left Karatsu for Hongkong
on the 4th inst., and may be expected here this
morning.

The Seang Line str. *Seangbee* left Rangoon
on the 28th ult. for Hongkong via Penang and
Singapore, and is expected to arrive here to-
morrow.

The N.Y.K. str. *Jinen Maru* (Calentia Line)
left Moji on the 5th inst., and is expected here
to-morrow.

The "Ben" Line str. *Bengloe* from Leith
and London left Singapore on the 31st instant
for this port.

The N.Y.K. str. *Nikko Maru* (Australian
Line) left Thursday Island for this port via
Manila, and is expected here on the 12th inst.

The N.Y.K. str. *Tango Maru* (Asian
Line) left Kobe for this port via Moji and
Shanghai on the 3rd inst., and is expected here
on the 12th inst.

The N.Y.K. str. *Bomby Maru* (Bombay
Line) left Bombay for this port via Singapore
on the 26th ult., and is expected here on the
13th inst.

The T.K.K. str. *Bujo Maru* sailed from
Manzanillo on the 3rd instant for Hongkong
via Honolulu and Japan ports, and is due to
arrive at Hongkong on the 26th prox.

The "Mogul" Line str. *Montrose* left United
Kingdom on the 23rd ult. for Hongkong and
Far East via the Straits.

The Bank Line str. *Oriole* sailed from Van-
couver on the 1st inst. for Yokohama en route
for Hongkong, where she is due to arrive at
Yokohama on the 13th inst.

The str. *Willemer* left Tacoma on the 29th
ultime for Hongkong and Manila via Japan
ports.

PASSED THE CANAL.

Jan. 5th—*Bengloe*, Ernest Simons, Vorzaerst,
Bhessia, 9th—*Aki Maru*, Glenloch, Katuna,
Leitao, Yedde, Kendo, Preussen, 12th—Indra-
majoo, Juan, Palawan, Wray Castle, 16th—
Astoria, Benveine, Miyazaki Maru, Peru,
19th—Dumbec, Suvaria, 25th—Mitsima Maru,
Telenachus, Agusan Prince, Patricia, 26th—
Rubia, 2nd—Cyclops, Kitano Maru, Pria,
Prometheus, Prins Ludwig, York, Nelson,
6th—Glenloch, Indrauadi, Kaga Maru,
Perseus, Tournare.

ARRIVALS AT HOME.
February 6th—Calches, Deuelton, Sithonia.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A," nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

| DESTINATION. | VESSEL'S NAME. | FLAG & B&W | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|-----------------|------------|--------|----------------|------------------------------|---------------------------|
| LONDON, &c., VIA USUAL PORTS OF CALL | HIMALAYA | Brit. str. | — | G. J. Coldwell | P. & O. S. N. Co. | About 21st Inst. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | DERFFLINGER | Brit. str. | — | K. Jenkins | P. & O. S. N. Co. | On 17th Inst. at Noon. |
| LONDON, ROTTERDAM & ANTWERP | CARMARTHENSHIRE | Brit. str. | — | Jas. McGregor | SHEWAN TOMES & CO., LTD. | About 17th Inst. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | SILESTA | Ger. str. | k. w. | Ernst | HAMBURG-AMERIKA LINIE | On 29th Inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | GOLDENFELS | Ger. str. | k. w. | Benedict | HAMBURG-AMERIKA LINIE | On 1st Inst. |
| HAVRE, REDELEN & HAMBURG, &c. | SUEVIA | Ger. str. | k. w. | Diederichsen | HAMBURG-AMERIKA LINIE | On 18th Inst. |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | TANGO MARU | Am. str. | k. w. | Rosau | HAMBURG-AMERIKA LINIE | On 5th Inst. |
| MARSEILLE, ROTTERDAM & HAMBURG, &c. | SAXONIA | Am. str. | k. w. | K. Kawara | HAMBURG-AMERIKA LINIE | On 20th Inst. at 11 A.M. |
| MARSEILLE, HAVRE, ROTTERDAM, & HAMBURG, &c. | AMBRIA | Am. str. | k. w. | Stehr | HAMBURG-AMERIKA LINIE | On 14th Inst. at D'light. |
| MARSELLA, LONDON & ANTWERP VIA SINGAPORE, &c. | FREUSSEN | Am. str. | k. w. | Ernst | HAMBURG-AMERIKA LINIE | On 17th Inst. |
| MARU MARI | SALOMON | Am. str. | k. w. | Bahle | HAMBURG-AMERIKA LINIE | On 27th Inst. |
| MARU MARI | SCATTER MARU | Jap. str. | — | F. Sommer | NIPPON YUSHIN KAISHA | On 14th March. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | K. Asakawa | NIPPON YUSHIN KAISHA | On 28th Inst. at D'light. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. Davison | OSAKA SHOSEN KAISHA | On 13th Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | OSAKA SHOSEN KAISHA | On 22nd Inst. at 11 A.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | MELCHERS & CO., LTD. | On 5th March. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | SHEWAN, TOMES & CO., LTD. | On 21st Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | SANDRE, WHEELER & CO. | On 19th Inst. at 5 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | DODWELL, WHEELER & CO., LTD. | About 22nd Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | THE BANK LINE, LIMITED | About 17th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | CANADIAN PACIFIC R. CO. | On 24th Inst. at 7 A.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | CANADIAN PACIFIC R. CO. | On 23rd March at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | To-morrow, at 1 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 16th Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 16th Inst. at 4 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 24th Inst. at 10 A.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 2nd Mar. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | About 10th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | About 18th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 15th Inst. at 4 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | About 5th Mar. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 14th Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 17th Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | Quick despatch |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | To-day, at 10 A.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | To-morrow, at 10 A.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 12th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 12th Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | About 12th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 13th Inst. at D'light. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 14th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 15th Inst. at 4 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 16th Inst. at Noon. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 16th Inst. at 4 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 17th Inst. at 4 P.M. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 18th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 19th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 20th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 21st Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 22nd Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 23rd Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 24th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | — | W. W. Greene | PACIFIC MAIL S. S. CO. | On 25th Inst. |
| MEXICO MARU | SCATTER MARU | Jap. str. | | | | |

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|--|-----------------|----------------------|
| SHANGHAI, MOJI, KOBE (PEK) | (Capt. W. W. Cooke, R.N.M.) | About 12th Feb. | Freight only. |
| SHANGHAI | (ASSAYE.....) | Noon, 16th Feb. | Freight and Passage. |
| LONDON VIA USUAL PORTS | (HIMALAYA.....) | Noon, 17th Feb. | See Special of Call. |
| LONDON and ANTWERP VIA SINGAPORE, PEK | (Capt. K. Jenkins, Capt. G. J. Coldwell) | About 21st Feb. | FREIGHT ONLY. |
| NANG, COLOMBO, PORT SAID and MARSEILLES | SOCOTRA..... | 21st Feb. | FREIGHT ONLY. |

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th February, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|---|---------------------------------|-------------------------------|
| SHANGHAI | "LINAN" | On 10th Feb., M'night. |
| MANILA, CEBU and ILOILO | "TEAN" | On 13th Feb., 4 P.M. |
| SHANGHAI | "CHINHUA" | On 15th Feb., 4 P.M. |
| MANILA, ZAMBANGA, THURS., DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | On 16th Feb., 4 P.M. |
| SHANGHAI | "ANHUI" | On 17th Feb., M'night. |
| MANILA, CEBU & ILOILO | "KAIFONG" | On 17th Feb., 4 P.M. |
| DIRECT SAILINGS TO WEST RIVER, Twice Weekly. | S.S. "LINTAN" and S.S. "SANUI". | |
| AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. | | |
| MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. | | |
| SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. | | |
| N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. | | |
| These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. | | |
| REDUCED FARES:—SINGLE \$45.....RETURN \$75. | | |
| For Freight or Passage apply to— | BUTTERFIELD & SWIRE, AGENTS. | Hongkong, 9th February, 1912. |

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

| | |
|---|--|
| HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine. | |
| FOR SWATOW, AMOY AND FOOCHOW AND RETURN. | |
| (Occupying 9 to 10 Days). | |
| STEAMSHIP CAPTAIN LEAVING | |
| "HAICHING" ... Capt. W. C. Pasmore ... SUNDAY, 11th Feb., at 10 A.M. | |
| "HAITAN" ... Capt. J. S. Ronch ... WED'DAY, 14th Feb., at 11 A.M. | |
| FOR SWATOW AND RETURN. | |
| (Occupying 3 Days). | |
| "HAIMUN" ... Capt. A. H. Stewart ... FRIDAY, 9th Feb., at 11 A.M. | |
| "HAIMUN" ... Capt. A. H. Stewart ... TUESDAY, 13th Feb., at 11 A.M. | |
| Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to— | |
| DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS. | |
| Hongkong, 5th February, 1912. | |

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPF SCHIFFAHRETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

| FOR SHANGHAI, KOBE & YOKOHAMA: | STEAMERS | TO SALE |
|--------------------------------|-----------------|---------|
| S.S. SUEVIA | ... 18th Feb. | |
| S.S. BELGRAVIA | ... 4th March. | |
| S.S. SACHSEN | ... 16th March. | |
| S.S. C. FERD. LAEISZ | ... 30th March. | |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[10]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SALE |
|------------------------------|-----------------|------------------------------|
| SHANGHAI via SWATOW | "CHOYSANG" ... | Friday, 9th Feb., 10 A.M. |
| MANILA | "TUEWSANG" ... | Saturday, 10th Feb., 2 P.M. |
| SHANGHAI | "LOKSANG" ... | Monday, 12th Feb., Noon. |
| SHANGHAI, KOBE & MOJI | "KUTSANG" ... | Tuesday, 13th Feb., D'light. |
| SINGAPORE, PENANG & CALCUTTA | "NAMSANG" ... | Tuesday, 13th Feb., Noon. |
| MANILA | "LOONGSANG" ... | Saturday, 17th Feb., Noon. |

FOR THE MANILA CARNIVAL—FEBRUARY 3RD TO 10TH 1912.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from Date of issued. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe Inland Sea and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Nanking.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[15]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS,

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ANICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE.—

| STEAMER | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| CHIYO MARU | W. W. Greene | FRIDAY, 16TH FEB., NOON. |
| NIPPON MARU | A. G. Stevens | FRIDAY, 8th March, at Noon. |
| TENOY MARU | E. Bout | FRIDAY, 15th March, at Noon. |
| SHINYO MARU | H. S. Smith | FRIDAY, 9th April, at Noon. |

SOUTH AMERICA LINE.—

| STEAMER | TONS | DATE OF SAILING. |
|---------------|--------|------------------------------|
| KIYO MARU | 17,500 | SATURDAY, 17TH FEB., NOON. |
| BUYO MARU | 10,500 | TUESDAY, 9th April, at Noon. |
| HONGKONG MARU | 11,000 | FRIDAY, 7th June, at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

247

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th FEB., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also

Brunsviga

is THE CALCULATING MACHINE!

The **Brunsviga**

Calculates in 4 Seconds:

$$95876 \times 3989 = 382,449,364.$$

For every Calculation! More than 18,000 in use.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 9th February, 1912.

COMMERCIAL

CLOSING QUOTATIONS.

February 8th

| | |
|--|--------|
| On LONDON— | |
| Telegraphic Transfer | 1/11 |
| Bank Bills, on demand | 1/11 |
| Bank Bills, at 30 days' sight | 1/13 |
| Bank Bills, at 4 months' sight | 1/13 |
| Credits, at 4 months' sight | 2/1 |
| Documentary Bills, 4 months' sight | 2/1 |
| On PARIS— | |
| Bank Bills, on demand | 248 |
| Credits, at 4 months' sight | 252 |
| On GERMANY— | |
| On demand | 2012 |
| On NEW YORK— | |
| Bank Bills, on demand | 473 |
| Credits, at 60 days' sight | 483 |
| On BOMBAY— | |
| Telegraphic Transfer | 1453 |
| Bank, on demand | 145 |
| On CALCUTTA— | |
| Telegraphic Transfer | 1452 |
| Bank, on demand | 146 |
| On SHANGHAI— | |
| Bank, at sight | 721 |
| Private, 30 days' sight | 731 |
| On YOKOHAMA—On demand | 95 |
| On MANILA—On demand | 96 |
| On SINGAPORE—On demand | 83 |
| On BATAVIA—On demand | 1172 |
| On HAIPHONG—On demand | 4 p.m. |
| On SAIGON—On demand | par |
| On BANGKOK—On demand | 78 |
| SOVEREIGN, Bank's Buying Rate | 810.15 |
| GOLD LIMA, 100 fine, per tael | 851.43 |
| BAR SILVER, per oz | 27 |

| SUBSIDARY COINS. | | per cent |
|------------------|-----------------------|-----------------|
| Chinese | 20 cents pieces | \$7.00 discount |
| Chinese | 10 | 87.25 |
| Hongkong | 20 | 87.41 |
| Hongkong | 10 | 87.32 |

SHARE LIST.—QUOTATIONS. HONGKONG, FEBRUARY 8th, 1912.

| STOCKS. | NO. OF SHARES. | VALVE. | PAID UP. | CLOSING QUOTATIONS CASH. |
|---|---------------------------|----------|---------------------|----------------------------------|
| BANKS.— | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$370, sellers L'don \$2210/- |
| China Burma Company, Limited | 60,000 | \$12 | all | \$10, sellers |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$12 |
| China Provident, Loan & Mortgage Co., Ltd., Cotton Mills.— | 50,000 | \$1 | all | \$12 |
| Ewe Cotton Spng. & Weaving Co., Ltd., Hongkong Cotton Spinning Co., Ltd., International Cotton Manufacturing Co., Ltd., Leon-Kung-Mow C. Spng. & Weav. Co., Ltd., See Chee Cotton Spinning Co., Limited | 20,000 | \$10 | all | \$2 |
| Dairy Farm Company, Limited | 40,000 | \$72 | all | \$2 |
| DOCK AND WHARVES.— | | | | |
| Hongkong & Kowloon Wharf & Co., Ltd., Hongkong and Whampoa Dock Co., Ltd., New Amoy Dock Co., Limited | 60,000 | \$50 | all | \$53 |
| International Cotton Manufacturing Co., Ltd., Leon-Kung-Mow C. Spng. & Weav. Co., Ltd., See Chee Cotton Spinning Co., Limited | 125,000 | \$10 | all | \$45 |
| Shanghai Dock and Engineering Co., Ltd., Shanghai and Hongkew Wharf Co., Ltd., Green Island Cement Co., Limited | 10,000 | \$75 | all | \$49 |
| Shanghai and China Gas Co., Limited | 8,000 | \$100 | all | \$64 |
| Hongkong Electric Co., Limited | 20,000 | \$50 | all | \$22 |
| Hongkong Hotel Company, Limited | 12,000 | \$60 | all | \$23 |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | all | \$20 |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$21 |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$114 |
| Hongkong and China Gas Co., Limited | 8,000 | \$10 | all | \$71, buyers |
| Hongkong Electric Co., Limited | 15,000 | \$25 | all | \$2074, sellers |
| Hongkong and South China Steam Fisheries Co., Ltd., Hongkong & South China Steam Fisheries Co., Ltd., | 60,000 | \$10 | all | \$174, sellers |
| INSURANCES.— | | | | |
| Canton Insurance Office Co., Limited | 12,000 | \$10 | all | \$3 |
| China Fire Insurance Co., Limited | 10,000 | \$100 | all | \$196, sales |
| China Traders Insurance Co., Limited | 20,000 | \$33 | all | \$130, sales |
| Hongkong Fire Insurance Co., Limited | 24,000 | \$50 | all | \$305 |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | all | \$361, sellers |
| Hongkong & South China Insurance Co., Limited | 10,000 | \$15 | all | \$150 |
| Union Insurance Soc'y, Limited | 12,400 | \$250 | all | \$100 |
| Yingtze Insurance Association, Limited | 12,000 | \$100 | all | \$212, Ex 73 |
| LANDS AND BUILDINGS.— | | | | |
| Hongkong Land Invest. Agency Co., Ltd., Humphrey's Estate and Finance Co., Ltd., Kowloon Land and Building Co., Ltd., Shanghai Land Investment Co., Limited | 50,000 | \$100 | all | \$98 |
| West Point Building Co., Limited | 150,000 | \$10 | all | \$52, sellers |
| West Point Building Co., Limited | 16,000 | \$50 | all | \$324, x. div. |
| Marschepij tot Mijne, Bosch-en Landbouw exploiteerde in Langkat | 78,000 | \$100 | all | \$76 |
| 25,000 | Gds. 10 | all | Tls. 77 | |
| MINING.— | | | | |
| Societe Francaise des Charbonnages de Tonkin | 16,000 | Frs. 250 | all | \$695. |
| Ramb Australian Gold Mining Co., Ltd., Peak Tramways Co., Limited | 200,000 | \$1 | all | \$32, sellers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$111. |
| Philippines Co., Limited | 50,000 | \$10 | all | \$110. |
| Philippines Co., Limited | 75,000 | \$10 | all | \$5, buyers |
| REFINERIES.— | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$108, sellers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$38, sellers |
| STEAMSHIP COMPANIES.— | | | | |
| China and Manilla Steamship Co., Ltd., Dongas Steamship Co., Limited | 30,000 | \$25 | all | \$103 |
| Hongkong, Canton & Macao S.B. Co., Ltd., Indo-China Steam Navigation Co., Ltd., Indo-China Steam Navigation Co., Ltd., | 20,000 | \$50 | all | \$21 |
| 60,000 | \$15 | all | \$254, x. div. sel. | |
| 60,000 | \$15 | all | \$62 | { L'don 15/- |
| Shell Transport & Trading Co., Limited | 2,500,000 | \$1 | all | \$5/-, buyers |
| Star Ferry Company, Limited | 10,000 | \$10 | all | \$273 |
| South China Morning Post, Limited | 10,000 | \$10 | all | \$187 |
| Steam Laundry Company, Limited | 6,000 | \$25 | all | \$224 |
| STORES AND DISPENSARIES.— | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$20, buyers |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$42 |
| Watkins, Limited | 10,000 | \$10 | all | \$3 |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$42, buyers |
| Weissmann, Limited | 3,000 | \$10 | all | \$12, buyers |
| Gande Price & Co., Ltd., | 50,000 | \$10 | all | \$12, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | all | \$10 |
| Union Waterboat Co., Limited | 100 fids | \$10 | all | \$500. |
| UNION.— | 50,000 | \$10 | all | \$74 |
| EUROPE.— | | | | |
| Printed Matter and Samples | 11,00 A.M. | | | |
| Letters | Tuesday, 13th, 3:00 P.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |
| Registration with late fee of 10 cents, up to 10:45 A.M. | 10:00 A.M. | | | |
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| No late fee | | | | |
| Letters | Tuesday, 13th, 10:00 A.M. | | | |
| Registration | 10:00 A.M. | | | |